SET CURBING ON RECOMPACTED SUBGRADE – 95% STANDARD PROCTOR.

- BROOM FINISH EXPOSED SURFACES.
- PRE-CUT EXP. JOINT MATERIAL TO BE USED IN ALL EXPANSION JOINTS.
- DUMMY JOINTS 10' O.C.
- EXP. JOINTS 40' O.C. MAX., AT ENDS OF RADIUS AND AT 5' FROM INLET STRUCTURES.
- 4,000 psi CONCRETE (LIMESTONE MIX), 5% AIR ENTRAINMENT

6-18 CURB AND GUTTER
N.T.S.

TOWN OF ARLINGTON
Public Works Standard Details

6-18 CURB & GUTTER
STANDARD DETAIL
SET CURBING ON RECOMPACTED SUBGRADE – 95% STANDARD PROCTOR.

- BROOM FINISH EXPOSED SURFACES.
- PRE-CUT EXP. JOINT MATERIAL TO BE USED IN ALL EXPANSION JOINTS.
- DUMMY JOINTS 10' O.C.
- EXP. JOINTS 40' O.C. MAX., AT ENDS OF RADIUS AND AT 5' FROM INLET STRUCTURES.
- 4,000 psi CONCRETE (LIMESTONE MIX), 5% AIR ENTRAINMENT

INVERTED 6–18 CURB AND GUTTER

N.T.S.
SET CURBING ON RECOMPACTED SUBGRADE – 95% STANDARD PROCTOR.

- BROOM FINISH EXPOSED SURFACES.
- PRE-CUT EXP. JOINT MATERIAL TO BE USED IN ALL EXPANSION JOINTS.
- DUMMY JOINTS 10' O.C.
- EXP. JOINTS 40' O.C. MAX., AT ENDS OF RADIUS AND AT 5' FROM INLET STRUCTURES.
- 4,000 psi CONCRETE (LIMESTONE MIX), 5% AIR ENTRAINMENT

6-30 CURB AND GUTTER

N.T.S.

TOWN OF ARLINGTON
Public Works Standard Details

6-30 CURB & GUTTER
STANDARD DETAIL
MINIMUM TOP OF CURB ELEVATION

100 YEAR REGULATORY FLOOD ELEVATION

TYPICAL CURB & GUTTER
NOTE:
1. Conc. to be 4,000 PSI limestone mix, 3% air entrained, 6" thick.
2. Optional 2" depression for steep, downhill driveways, with Town Engineer's approval.
3. Sidewalk path across drive apron shall be ADA compliant.
4. If saw cut limits of driveway are 2' or closer to an existing concrete joint, curb removal shall be taken to the joint.
5. Saw cut face of curb and add expansion joint at each end of curb cut.
5' Transition Warped Surface to Conform with Curb Elevation plus Standard Slopes.

To Conform with Top Curb Elevation

Slope, 6.5%

5% Recomended Slope

2% Maximum Cross Slope

Grass Plot (Slope - 4% Slope)

Note:

1. Conc. to be 4,000 PSI Limestone Mix, 5% Air Entrained, 6" Thick.

2. Optional 2" Depression for Steep, Downhill Driveways, with Town Engineer's Approval.

3. Sidewalk Path across Drive Apron shall be ADA Compliant.

4. If Saw Cut Units of Driveway are 2' or Closer to an Existing Concrete Joint, Curb Removal Shall be Taken to the Joint.

5. Under Normal Circumstances when $x < 5'$ then $y = 5'$; When $5' < x < 10'$ then $y = 10'$; When $10' < x$, then $y = 10'$.


COMMERCIAL/INDUSTRIAL/MULTI-FAMILY DRIVEWAY

TOWN OF ARLINGTON
Public Works Standard Details

COMMERCIAL/INDUSTRIAL/MULTI-FAMILY DRIVEWAY

TYPICAL SECTION
Truncated domes shall be used.

1. 2.

2. 3.

3. 4.

4. 5.

5. 6.

6. 7.

7. 8.

8. 9.

9. 10.

10.
NOTES:
1. CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. SURFACE TEXTURE OF THE RAMP SHALL BE TRUNCATED DOMES CONFORMING TO 28 CFR PART 36, APP. A 4.29.2 AND ANSI A 117.1, 705 DETECTABLE WARNING.
3. SURFACE COLOR OF THE RAMP SHALL CONTRAST WITH THE ADJACENT WALKWAY AND SLOPED AREAS AS DARK RAMP COLORS. TRUNCATED DOMES SHALL BE YELLOW.

SUPPLEMENTAL NOTES - NEW CONSTRUCTION
A. THE BOTTOM EDGES OF THE RAMP SHALL CHANGE PLANES PERPENDICULAR TO THE LANDING.
B. THE EDGE OF THE CURB SHALL BE FLUSH WITH THE EDGE OF THE ADJACENT PAVEMENT AND GUTTER.
C. THE LANDING AT THE BOTTOM OF THE RAMP SHALL BE A MINIMUM OF 4 X 4 WITH A MAXIMUM CROSS-SLOPE OF 1:48 OR 2%.
D. THE PEDESTRIAN WALK WAY BETWEEN THE TWO RAMPS SHALL HAVE A MAXIMUM OF 1:48 OR 2% CROSS-SLOPE WITH A 1:12 MAXIMUM RUNNING SLOPE.

TOWN OF ARLINGTON
Public Works Standard Details

PERPENDICULAR CURB RAMP
NOTES:
1. SHALL CONFORM WITH THE TOWN OF ARLINGTON STANDARD CONSTRUCTION SPECIFICATIONS.
2. SOIL CEMENT OR AGGREGATE CEMENT TREATED BASE (ACTB) MIX DESIGN PRODUCED BY A
   GEOTECHNICAL ENGINEERING FIRM SHALL BE PROVIDED TO THE TOWN ENGINEER FOR REVIEW
   AND APPROVAL PRIOR TO PLACEMENT.
3. AGGREGATE BASE SHALL BE CR-610, CRUSHED LIMESTONE.
4. FOR ALL ARTERIAL STREETS, AGGREGATE BASE SHALL EXTEND UNDER AND 1' BEYOND THE
   BACK OF CURB. AGGREGATE BASE UNDER AND BEYOND CURB SHALL BE PLACED
   UNIFORMLY WITH ROADWAY BASE.

TOWN OF ARLINGTON
Public Works Standard Details

ASPHALT PAVEMENT SECTION
NOTES:

1. DIMENSIONS MAY VARY. CONSULT PLANS TO VERIFY WIDTH OF R.O.W.
2. USE 4,000 PSI CONCRETE, LIMESTONE MIX, 5% AIR-ENTRAINED
3. ALL MATERIALS AND WORKMANSHIP ARE TO COMPLY WITH THE SPECIFICATIONS AS SET FORTH IN THE SIDEWALK ORDINANCE AND THE TOWN OF ARLINGTON STANDARD CONSTRUCTION SPECIFICATIONS.
NOTES:
1. Depth of deep joint shall be a minimum of 1/4 slab thickness. Finish width at the top shall be a maximum of 1/2 inch.
2. Typical spacing for score marks shall be 5 feet.
3. Depth of curb & gutter deep joint shall be a minimum of 1/4 sidewalk slab thickness or 1 inch, whichever is greater. Finish width at the top shall be a maximum of 1/2 inch.
4. A construction joint shall be placed every 30 feet for both sidewalk and curb & gutter.

TOWN OF ARLINGTON
Public Works Standard Details

SCORE MARK DETAIL
FOR CURB AND SIDEWALK
No. 10 INLET

PLAN

CROSS SECTION

LONGITUDINAL SECTION

3' - 6"

3' - 6"

3' - 6"

3' - 6"

3 1/8"

2' - 0"

23 3/4"

9"

GRATING REMOVED

#10 RING AND GRATING AS MANUFACTURED
BY MEMPHIS MACHINE WORKS/ OR EQUAL.

INSTALL MANHOLE STEPS 16" O.C.
IF DEPTH IS GREATER THAN 4'-0"

1/2" OF NON-SHRINK CEMENT MORTAR ALL
WALLS INSIDE AND OUT.
SOLID BRICK CONSTRUCTION

6" CONC. SLAB, 4,000 PSI LIMESTONE MIX

SIDE OPENINGS TO
BE OPTIONAL AS
DIRECTED

HEADER COURSE EVERY
FIFTH COURSE.

NO. 4 BARS
PIPE TO LEAD IN DIRECTION AS
NOTED ON THE PLAN.

NO. 10 INLET
N.T.S.

6" CONC. SLAB, 4,000 PSI LIMESTONE MIX

SET ON
COMPACTED SUBGRADE
(95% STD. PROCTOR)

NOTE: CONCRETE TO BE 4,000 PSI, LIMESTONE MIX,
WITH 5% AIR ENTRAINMENT

TOWN OF ARLINGTON
Public Works Standard Details

No. 10 INLET
STANDARD DETAIL

DRAWN

ENGR.

REV.

DATE

APPROVED

DATE

APPR.

DWG. NO.
No. 3070 INLET
N.T.S.

TOWN OF ARLINGTON
Public Works Standard Details

No.3070 INLET
STANDARD DETAIL
FILL ALL VOIDS WITH NON-SHRINK GROUT

EX. WALL STEEL TO REMAIN EXCEPT WHERE NECESSARY FOR PIPE INSTALLATION.

#4 BARS

EMBED ALL EXISTING STEEL 12" INTO COLLAR

FILL ALL VOIDS WITH NON-SHRINK GROUT

SEE GRADING PLAN FOR PIPE SIZE

18" MINIMUM CONCRETE COLLAR

PIPE Flush WITH WALL

PENETRATION DETAIL

N.T.S.
CONCRETE COLLAR DETAIL
NOTE: MANHOLE STEPS TO BEGIN 18" ABOVE THE BENCH AND 1 ADDITIONAL STEP TO BE PLACED ON THE SIDE OPPOSITE THE LADDER NEAR THE TOP

NOTES:
1. PRECAST CONCRETE MANHOLES MAY BE SUBSTITUTED FOR BRICK.
2. IF THE MANHOLE IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE MANHOLE SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.

TOWN OF ARLINGTON
Public Works Standard Details

DRAIN MANHOLE
STANDARD DETAIL
HALF RIM PLAN  
SECTION A-A  

SECTION A-A  
SECTION D-D

SECTION C-C  

GRATING PLAN  
SECTION C-C  
SECTION D-D

TOWN OF ARLINGTON  
Public Works Standard Details  

STANDARD RIM & GRATING #11
SIDE ELEVATION

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FRONT ELEVATION

No. 8 BAR TO BE PLACED WHEN DIRECTED

OUTSIDE DIA. PIPE

12" VARIES 12"

MINIMUM

CLASS 'A' CONCRETE
NOTES:
1. INSIDE AND OUTSIDE WALLS SHALL BE WIPED WITH A MINIMUM 3/8" THICK NON-SHRINK GROUT.
2. WALLS SHALL BE PLUMB.
3. A HEADER COURSE SHALL BE INSTALLED EVERY FIFTH COURSE.
4. COURSES SHALL BE CONSTRUCTED LEVEL, ALTERNATING JOINTS IN THE PRECEDING COURSE.
5. HORIZONTAL AND VERTICAL JOINTS SHALL AVERAGE 3/4" GROUT, BUT SHALL NOT BE LESS THAN 3/8" OR MORE THAN 3/4" IN THICKNESS.
6. RACKING OR STAGGERING OF BRICKS SHALL NOT BE ALLOWED.
7. THE TRANSITION SLAB MAY BE OMITTED WHEN WALLS CAN BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE. SEE DETAIL NO. 12 INLET WITHOUT TRANSITION SLAB FOR ALLOWABLE PIPE SIZES FOR THIS SCENARIO.
8. THE TRANSITION SLAB SHALL BE REQUIRED WHEN WALLS CANNOT BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE.
9. TRANSITION SLAB MAY BE CAST-IN-PLACE OR PRECAST CONCRETE.
10. ALL CONCRETE SHALL BE 4,000 PSI CONCRETE, LIMESTONE MIX, WITH 5% AIR.
11. ALL STEEL SHALL BE #4 REBAR, GRADE 60.
12. PRECAST NO. 12 INLETS MAY BE SUBSTITUTED FOR BRICK.
13. WHEN THE OUTLET PIPE AND INLET PIPES ARE DIFFERENT SIZES, THE TOP OF PIPES SHALL ALIGN WITH EACH OTHER.

NOTE:
1. IF THE INLET IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE INLET SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.
NOTES:
1. INSIDE AND OUTSIDE WALLS SHALL BE WIPED WITH A MINIMUM $\frac{3}{4}$" THICK NON-SHRINK GROUT.
2. WALLS SHALL BE BUILT PLUMB.
3. A HEADER COURSE SHALL BE INSTALLED EVERY FIFTH COURSE.
4. COURSES SHALL BE CONSTRUCTED LEVEL, ALTERNATING JOINTS IN THE PRECEDING COURSE.
5. HORIZONTAL AND VERTICAL JOINTS SHALL AVERAGE $\frac{3}{8}$" GROUT, BUT SHALL NOT BE LESS THAN $\frac{1}{8}$" NOR MORE THAN $\frac{3}{8}$" IN THICKNESS.
6. RACKING OR STAGGERING OF BRICKS SHALL NOT BE ALLOWED.
7. THE TRANSITION SLAB MAY BE OMITTED WHEN WALLS CAN BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE.
8. THIS DETAIL OUTLINES THE MAXIMUM ALLOWABLE PIPE SIZE FOR RESPECTIVE INLET WALLS WHEN A TRANSITION SLAB MAY BE OMITTED.
9. THE TRANSITION SLAB SHALL BE REQUIRED WHEN WALLS CANNOT BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE.
10. TRANSITION SLAB MAY BE CAST-IN-PLACE OR PRECAST CONCRETE.
11. ALL CONCRETE SHALL BE 4,000 PSI CONCRETE, LIMESTONE MIX, WITH 5% AIR.
12. PRECAST NO. 12 INLETS MAY BE SUBSTITUTED FOR BRICK.
13. WHEN THE OUTLET PIPE AND INLET PIPES ARE DIFFERENT SIZES, THE TOP OF PIPES SHALL ALIGN WITH EACH OTHER.

NOTE:
1. IF THE INLET IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE INLET SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.
NOTES:
1. INSIDE AND OUTSIDE WALLS SHALL BE WIPED WITH A MINIMUM 3/4" THICK NON-SHRINK GROUT.
2. WALLS SHALL BE PLUMB.
3. A HEADER COURSE SHALL BE INSTALLED EVERY FIFTH COURSE.
4. COURSES SHALL BE CONSTRUCTED LEVEL, ALTERNATING JOINTS IN THE PRECEDING COURSE.
5. HORIZONTAL AND VERTICAL JOINTS SHALL AVERAGE 1/4" GROUT, BUT SHALL NOT BE LESS THAN 1/2" NOR MORE THAN 3/4" IN THICKNESS.
6. RACKING OR STAGGERING OF BRICKS SHALL NOT BE ALLOWED.
7. TRANSITION SLAB MAY BE CAST-IN-PLACE OR PRECAST CONCRETE.
8. ALL CONCRETE SHALL BE 4,000 PSI CONCRETE, LIMESTONE MIX, WITH 5% AIR.
9. ALL STEEL SHALL BE #4 REBAR, GRADE 60.
10. PRECAST NO. 14 INLETS MAY BE SUBSTITUTED FOR BRICK.
11. WHEN THE OUTLET PIPE AND INLET PIPES ARE DIFFERENT SIZES, THE TOP OF PIPES SHALL ALIGN WITH EACH OTHER.

NOTE:
1. IF THE INLET IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE INLET SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.
NOT TO SCALE

TOWN OF ARLINGTON
Public Works Standard Details

SIDEWALK DRAIN DETAIL

NOTES:
1. CURB IS TO BE REMOVED AND REPLACED A MINIMUM OF 12" EACH SIDE OF DRAIN OPENING.
2. CONCRETE SHALL BE 4,000 PSI LIMESTONE
3. REPLACE FULL SIDEWALK PANEL.
NOTES:
1. CURB IS TO BE REMOVED AND REPLACED A MINIMUM OF 12" EACH SIDE OF DRAIN OPENING.
2. WHEN AN OPENING GREATER THAN A SINGLE 4" DIAMETER PIPE IS REQUIRED, A SIDEWALK DRAIN
   SHALL BE USED.
3. CONCRETE SHALL BE 4,000 PSI LIMESTONE
4. DRAIN PIPE SHALL BE SCHEDULE 80 PVC WITHIN R.O.W.
5. REPLACE FULL SIDEWALK PANEL.

TOWN OF ARLINGTON
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TYPICAL CURB CUT
FOR DRAIN PIPE
NOTE: ALL PIPE SHALL HAVE GASKET JOINTS.

PIPE BEDDING DETAIL FOR CONC. DRAINAGE PIPES—NOT UNDER ROADWAY

T/GRADING

COMPACTED BACKFILL 95% STANDARD PROCTOR

6" (MIN.) OF SAND OR NO. 57 STONE BEDDING MATERIAL TO SPRINGLINE

UNDISTURBED SOIL

1/2 O.D.

TRENCH SHAPED TO FIT BELL & PIPE

1/2 O.D.

0.5% PIPE

6" MIN.

6" MIN.

90 DEGREES

PIVOT POINT

TOWN OF ARLINGTON
Public Works Standard Details

CONCRETE PIPE BEDDING
STANDARD DETAIL
SAWCUT PAVEMENT AND RECONSTRUCT TO MATCH EXISTING DRAINAGE PATTERNS

SURFACE PATCH TO EXTEND 6" BEYOND TRENCH ALL SIDES

ASPHALTIC CONCRETE WEARING SURFACE

ORIGINAL UNDISTURBED STREET GRADE

6" MIN.

1.5" MINIMUM SURFACE COURSE

MATCH EXISTING PAVEMENT SECTIONS

CR-610 CRUSHED LIMESTONE BACKFILL COMPACTED TO 95% STANDARD PROCTOR

DEPTH VARIES

WIDTH VARIES

O.D. PIPE

6" MIN.

4"

PATCH FOR ASPHALTIC CONCRETE OR SURFACE TREATED STREETS ON ALL TYPES OF BASE

N.T.S

TOWN OF ARLINGTON
Public Works Standard Details

ASPHALTIC CONCRETE PIPE TRENCH PATCH

DATE

APPR.

DWG. NO.
SAWCUT PAVEMENT AND RECONSTRUCT TO MATCH EXISTING DRAINAGE PATTERNS

FLOAT FINISH

CONCRETE TO BE CLASS 'A'

ORIGINAL UNDISTURBED STREET GRADE

O.D. PIPE

CR-610 CRUSHED LIMESTONE BACKFILL TO 95% STANDARD PROCTOR

WIDTH VARIES

DEPTH VARIES

10"

6" MIN.

4"

EDGES TO BE TRIMMED TO STRAIGHT VERTICAL LINE. ANY LOOSE OR DISTURBED PAVEMENT MUST BE REMOVED OR REPLACED

CONCRETE PAVEMENT PATCH

N.T.S
PIPE BEDDING DETAIL FLEXIBLE PIPE
(PVC S.D.R. 26 SANITARY SEWER PIPES)

(1) WHEN GROUND WATER IS PRESENT, 57 STONE WITH A GEOFABRIC FILTER CLOTH ENVELOPE
SHALL BE USED IN LIEU OF SAND.
GLUE OR SOLVENT WELD CAP

R.O.W. LINE OR SIDEWALK

SIDEWALK (LOCATION VARIES)

6''-30 CURB & GUTTER

6'' SDR 26 PVC 3034 THICK WALL @ 1%

WYE SEWER FITTING

(2)-6'' 45' ELBOWS, SOLVENT WELD JOINTS

GASKET JOINT

SEWER MAIN

NOTE: ENGRAVE CURB FACE WITH "S" FOR SEWER SERVICE. USE BLACK ACRYLIC ENAMEL LETTER ON WHITE BACKGROUND.
**NOTES:**

1. VACUUM TESTING FOR SEWER MANHOLES IS REQUIRED IN ACCORDANCE WITH ASTM C1244-93 ON ALL NEW MANHOLES, AND ANY MANHOLES WITH NEW CONNECTION.
2. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE Core DRILLED.
3. RIM AND COVER SEATS MACHINED TO PREVENT ROCKING.
4. COVER CAN BE SEATED WITH STAINLESS STEEL BOLTS AND NEOPRENE GASKETS.
5. MANHOLES LOCATED IN A YARD SHALL BE SET SUCH THAT THE RIM ELEVATION IS 0.5' ABOVE THE HIGHEST ADJACENT GRADE.
6. MANHOLES LOCATED IN A COMMON OPEN SPACE SHALL BE SET SUCH THAT THE RIM ELEVATION IS AT LEAST 1' ABOVE THE HIGHEST ADJACENT GRADE.
7. MANHOLES LOCATED WITHIN A FEMA SPECIAL FLOOD HAZARD AREA SHALL BE SET SUCH THAT THE RIM ELEVATION IS AT LEAST 1.5' ABOVE THE NEAREST BASE FLOOD ELEVATION INDICATED ON THE MOST CURRENT FEMA FIRM.
NOTES:

1. TO BE USED ON ALL MANHOLES REQUIRING A DROP CONNECTION.
2. A DROP CONNECTION IS REQUIRED ON ANY INFLOUNT PIPE THAT THE INVERT IS 2' OR MORE HIGHER THAN THE EFFLUENT PIPE INVERT.
3. 3' MAXIMUM SPACING BETWEEN STRAPS.
4. A MINIMUM OF 2 STRAPS ARE REQUIRED.
5. INSURE THAT MANHOLE STEPS AND DROP CONSTRUCTION LOCATIONS DO NOT INTERFERE.
6. A FOUR FOOT DIAMETER MANHOLE SHALL BE USED WHEN INSIDE PIPE IS 8" OR LESS. IF PIPE IS LARGER THAN 8", MANHOLE DIAMETER SHALL BE INCREASED ACCORDINGLY.
7. SDR 26 PVC PIPE SHALL BE USED ON ALL DROP CONNECTIONS.
8. OPENING IN MANHOLE TO BE GROUTED WITH HIGH STRENGTH, QUICK SETING, NON-SHRINK CEMENT GROUT.
FORCE MAIN TO MANHOLE CONNECTION

NOTES:

1. THE RECEIVING MANHOLE AND ALL DOWNSTREAM MANHOLES WITHIN 1000 FEET SHALL BE COATED WITH A 10 MIL THICKNESS OF AN ACID RESISTANT COATING.
2. ALL PIPING AND FITTINGS INSIDE THE MANHOLE SHALL BE SCHEDULE 80 PVC WITH SOLVENT WELD JOINTS WHICH CONFORMS TO ASTM D-1784 AND D-1785.
Note:
All Pipe Fittings Shall Be 304 Stainless Steel

Air Release Valve may be deleted at the discretion of the Engineer.
VERTICAL THRUST BLOCK DETAIL
N.T.S.

THRUSt BLOCK & BRACE DETAIL
N.T.S.

NOTE: ALL FITTINGS SHALL BE WRAPPED WITH VISQUEEN PRIOR TO PLACING CONCRETE.
A. MAXIMUM DEPTH OF LIQUID, TYPICALLY A MINIMUM OF 42".
B. INLET INVERT TO BE A MAXIMUM DEPTH.
C. BAFFLE WALL FLOW-THROUGH SLOT TO BE APPROXIMATELY 6" AND IN LOWER
THIRD OF BAFFLE WALL (APPROXIMATELY 12" ABOVE THE INTERIOR FLOOR).
D. ACCESS PORTS TO BE TRAFFIC RATED SEWER MANHOLE LID AND RIM
ASSEMBLIES PER ARLINGTON STANDARD DETAIL TOA—XXX.
E. LOWER END OF OUTLET TEE TO BE GREATER THAN 2/3 DIMENSION "A".
F. LOWER END OF INLET TEE TO BE A MINIMUM OF 12" BELOW MAXIMUM DEPTH OF
LIQUID.
G. TOP OF SANITARY TEE AND BAFFLE WALL NOT TO EXCEED 6" BELOW THE
INTERIOR ROOF.
H. SPECIFICATIONS TO BE SUBMITTED TO THE TOWN OF ARLINGTON WASTEWATER
DEPARTMENT PRIOR TO CONSTRUCTION.